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The China Mail

ESTABLISHED 1845

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Barometer 29.73

Rainfall 0.68 in.

Humidity 87

October 1, 1919. Temperature 73

No. 18,070.

五拜禮

號一月十年十二百九千一英

HONGKONG, FRIDAY, OCTOBER 1, 1920.

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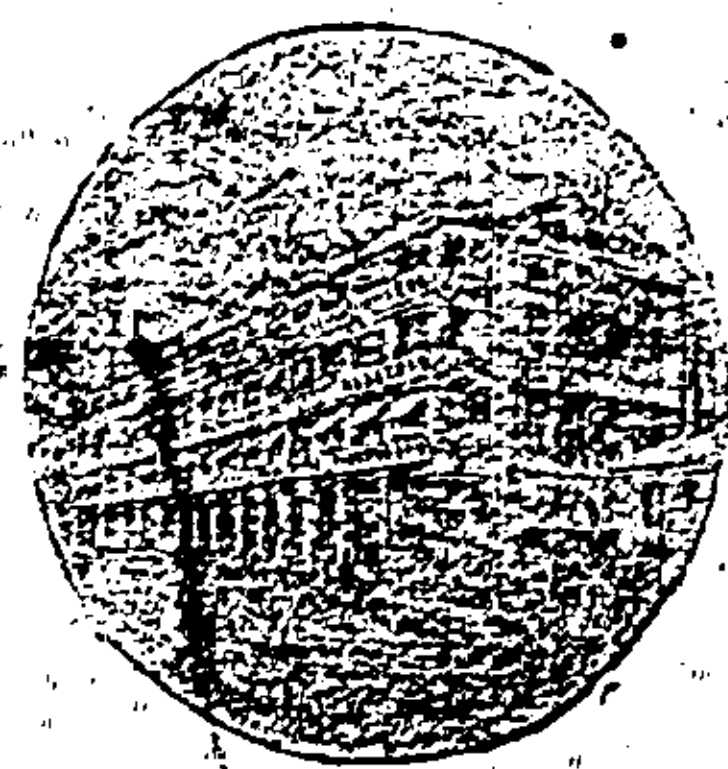
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TO-DAY'S CABLES.

(Radio's Service to the China Mail.)

THE IRISH PROBLEM

VISCOUNT GREY'S THREE CARDINAL POINTS FOR SOLUTION.

THE ROOT OF THE TROUBLE.

LONDON, September 29.

Viscount Grey, in a letter to the *Westminster Gazette*, declares that government in Ireland has never been such a reproach and discredit to British statesmanship as it is to-day. He points out that apparently no one wants the Home Rule Bill before Parliament, and that the Irishmen will refuse to put it into operation. He adds: "The only prospect for future peace and good government in Ireland is that the Irish should withdraw their own scheme, and the only practicable policy offering any prospect of success seems to me to have three cardinal points. One is a definite announcement that there can only be one foreign policy for Britain and Ireland, and one army, and one navy, and that we cannot stand separation in these matters. Two is that the Irishmen must be as free as the peoples of the great self-governing Dominions to settle for themselves how their country is to be governed. Three is to give time for them to come to an agreement with each other and draw up a scheme. The British Government will continue to perform as best it can the function of government in Ireland for a period, not exceeding two years, but at the end of that period, or sooner if Ireland is ready, it will withdraw and the responsibility for Irish government will be on the Irishmen themselves. In no other way can we bring some Irishmen to that sense of responsibility which we for centuries have deprived or relieved them of, and the lack of which is the deepest underlying cause of the Irish troubles, Irish disunion, and of the failure of every attempt up to the present made to find a solution for the Irish problem."

OTHER SOLUTIONS.

Mr. Arthur O'Brien, one of the leaders of the Irish Self-Determination League, interviewed on Earl Grey's proposal, declared that the plan was no improvement except in the degree upon the methods of the Government to which Earl Grey criticises. The only means of securing peace in Ireland is by England negotiating peace with the Sinn Féin Government. The Conservative M.P. and banker, Sir Samuel Hoare, in a article in the *Nineteenth Century* and *After* says that if northern and southern Ireland could only agree British Members of Parliament will fall over each other to satisfy their demands. He suggests that the Premier himself take charge of the Home Rule Bill and that the Government should immediately introduce wide and simple amendments, especially instead of the proposal of the London Parliament's control over £4,000,000 of estimated Irish Revenue, while the Irish Parliament will be restricted to £3,500,000 in death duties, stamps and certain licence duties. Sir Samuel Hoare maintains that the Irish should control their own sources of indirect taxation simultaneously avoiding fiscal quarrels. He further suggests that the Pope be invited to send a special messenger to Ireland.

LEAGUE INTERVENES.

THE POLISH AND LITHUANIAN DISPUTE.

INTERESTING EXPERIMENT.

LONDON, September 29.

A Commission under the auspices of the League of Nations is going to Suwalki in an effort to settle the Polish and Lithuanian conflict. Colonel Chardigny, France, has been appointed President and Mr. Keenan represents Britain, and Captain Yamazaki Japan. The Italian and Spanish representatives have not yet been appointed. The first duty of the commission will be to take all the necessary steps for the prevention of further hostilities. They will be empowered to recommend any military disposition to the two governments for the avoidance of a collision. The Lithuanians have obtained guarantees from the Bolsheviks and all the Red troops have evacuated Lithuanian territory. It will be the commission's duty to enforce neutrality in the disputed area. This is the first occasion on which the League of Nations has actively intervened in a dispute between two nations and the result of its efforts therefore is awaited with interest.

LONDON, September 30.
The Lithuanians have agreed to the Polish proposal for a peace conference at Suwalki.

MESOPOTAMIA.

FURTHER IMPROVEMENT IN THE SITUATION.

MINOR OPERATIONS.

LONDON, September 29.

Further improvement in the situation in Mesopotamia is indicated by a War Office communique which states that on the Lower Euphrates Samawa is quiet. Hostile concentrations were broken up on the morning of Sept. 29. The reconstruction of the railway west of it is making good progress. British artillery bombarded an Arab encampment near Musayib on the Middle Euphrates. The block-house system on the Baghdad-Felujah railway has been completed. North-east of Bagdad further operations around Delawa were hindered by heavy rain rendering the roads temporarily impassable. Prior to our occupation of the territory the insurgents flooded the low country by breaking the Tadmira canal. Accurate gunfire drove them from their positions on the canal, but owing to the inundations the movement of troops is now confined to the country. A convoy from Bagdad reached Delawa and returned unopposed on September 27, but the telegraph line between these places which had been repaired was cut again during the night. A number of sheikhs made formal submission to the Government at a conference at Shahraban on September 27. Kishrobah was surrounded and searched on September 28 and a large quantity of Government articles and stores recovered.

FRANCE AND GERMANY

DIPLOMATIC RELATIONS RESUMED.

Paris, September 30.

Pre-war diplomatic relations between France and Germany were fully re-established to-day when Herr Meyer, the new Ambassador, presented his credentials to M. Millerand. The Premier, M. Lloyd George, was present. Friendly speeches were exchanged.

THE DOLLAR.

Today's closing rate 4/31
Today's opening rate 4/31

EARLIER TELEGRAMS

(Radio's Service to the China Mail.)

DISASTROUS FACTORY FIRE

FIRTH ABBOTS (NEW JERSEY), September 28th.
A fire has destroyed the plant of the Firth ABBOTS Fertilizer Company's works. The damage is estimated at \$2,500,000.

KING CHRISTIAN'S BIRTHDAY.

COPENHAGEN, September 27th.
The fiftieth anniversary of King Christian's birthday was celebrated with enthusiasm to-day. At least 60,000 persons demonstrated outside the palace. Applying to the royal address, the King urged all to co-operate to maintain the glory of Denmark.

A PIRATE JUNK.

CARGO BOAT CAPTURED.

PIRACY IN BRITISH WATERS.

The master of cargo junk No. 4135A reports to the police that while his vessel was on a voyage from Shanghai to Hongkong on Wednesday, with a crew of five including himself, they sighted another junk off Mong-tung about 6.30 p.m. The stranger hailed them and ordered them to stop. Suspicious of pirates, and afraid to disregard the summons, they should be fired upon, the cargo boat people complied. When the stranger drew near, ten men, all armed with revolvers and rifles, were seen on board. Making fast alongside the cargo junk, the pirates boarded her and after driving all her crew into the hold where they were locked up, ransacked the vessel, stealing eight rolls of white cloth and other goods valued at \$1,000. The pirates then returned to their own junk, and proceeded off in the direction of Shanghai in Chinese territory. No one in the cargo boat was injured.

DOUBLE ACCIDENT.

MAN SERIOUSLY INJURED.

LITTLE HOPE OF RECOVERY.

A Chinese who was yesterday the victim of a double accident, is now lying in the Government Civil Hospital in a very critical condition. It appears that in alighting from a moving tram car in Queen's Road East yesterday afternoon, the unfortunate man missed his footing and fell on the road, just in front of motor car No. 396, which was immediately behind the tram car. The accident happened so quickly that the chauffeur of the car had no time to stop his vehicle which ran over the fallen man, badly crushing his chest. Very little hope is entertained for the patient's recovery, as almost all his ribs were fractured to such an extent that internal injuries followed.

CLUB MEETING.

CIVIL SERVICE CRICKET.

OFFICE BEARERS ELECTED.

At the annual general meeting of the Civil Service Cricket Club, held in the Club pavilion, Happy Valley, on Wednesday evening, and presided over by the Hon. Mr. W. Chatham, the following officers were elected for the ensuing year:—
Captain Cricket "A." Mr. Sayers.
Captain Cricket "B." Mr. R. E. O. Bird.
Captain Bowls, Mr. J. J. Blake.
Captain Tennis, Dr. Woodman.

In connection with tennis, it was announced that the Club had just closed a very successful season, and was confident of defeating the Shanghai Interport Tennis team which is visiting Hongkong next month.

Dr. Woodman was unanimously appointed secretary to make arrangements in connection with the Interport Tennis Tournament.

The Hon. Mr. W. Chatham was unanimously re-elected President of the Club for the ensuing year.

Mr. Justice J. R. Wood was elected Vice-President.

The following committee was appointed:—Messrs. Pickford, Askett, Smith, Brown, Vergette (Hon. Sec.) and Saff (Hon. Sec.).

BUSINESS NOTICES

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MARRIAGE.

ONES-BLAND.—On September 22, 1920, at Shanghai, Ernest Tom, younger son of the late Thomas and Margaret Miller Jones, of Heaton Moor, Stockport, England, to Annie Eliza, daughter of William Bland of Stamford Hill, London, England.

DEATHS.

ERTHELOT.—On September 23, 1920, at Shanghai, Jules, late of the C.M. Customs, eldest son of the late C. P. Berthelot of Shanghai, aged 51 years.

ADELEY.—On August 21, at 17, North Parade, Lowestoft, suddenly, of heart failure, Francis Joseph Adeley, late Hongkong Civil Service, aged 52 years.

The China Mail.

HONGKONG, FRIDAY, OCT. 1, 1920.

AN OLD BUILDING.

It looks old, even though it cannot be as old as it looks. It has some past time been strengthened with iron plates and bolts, as many of Hongkong's older buildings are treated, to hold the bulging walls together. The rusty iron plates with their massive rivets, add a tone of rusty red to the dull discolored of the outer plaster. The old green Venetian shutters are sagging. Never more will small hands draw them to shut out the afternoon sun, while the ladies play dominoes, for the old building is sagging below, and two residential flats above—is encased with the supporting timbers and bamboo scaffolding that the house-breakers so admirably tie together, piece by piece, with lengths of split cane. These house-breakers are not burglarious criminals but admirable workmen who perform the functions of architectural undertakers. The old house, no doubt intimately intertwined with the history of Hongkong, if we could but know all, is dead. If it were built of stone, instead of brick, we might overcome this sentimental melancholy and crack a joke based on the fact that being disintegrated, it must now be de-lapidated. It is as if they were taking it to pieces to see what it died of. Bit by bit it is peeling apart, and the fragments, with much noise and dust, are about below to be stacked and car-

ried away. Perhaps, some of the material can be used again, and in that way the old house may taste of partial immortality. It was interesting to watch the men putting up the bamboo scaffolding, tying length to length, and climbing like monkeys as they tied. What confidence they have in the strength of a stick of bamboo, and especially what faith in their apparently insecure cane belayings! They swarm to great heights, these men, and one supposes that if Chinese had had the building of the Tower of Babel, and had used bamboo, the story of it might have ended differently. Their construction is every bit as miraculous as Jack's famous beanstalk. We suppose that when the old building is raised completely a new one will arise in the place of it, and the gap in our outlook, from our window "bien perçé," will be filled with some clean and respectable token of the abiding nature of our Phoenix-like city. Our fig trees will whisper to new occupants, and we cannot be certain that we will like them as well as we did the old. There was the fat brown baby who played on the upper verandah, (a dangerous place for baby now, looking as if one push would fetch it down) who used to stare across at the scribe, with big, wondering eyes. It was the baby, not the scribe, who had big, wonder-filled eyes. How gravely and how prettily he used to acknowledge the tribute of a smile, thrown across the intervening space in token of amity. Where is he now that his sheltering roof has gone, and the rest of his home following piece by piece? Will he come back to the new house that is to be? Hardly. Even if he does, he will no longer be the wondering baby, but the more sophisticated small boy, with less awe for a bald, and wrinkled speller of ink. Then, on the floor below, there was the bride, with her little mirror spent so much time adorning herself for the coming of her youthful groom. She has interrupted the thread of thought in many a leading article, for her room was small and dark, and she would not close the shutters. In the window to the left, now a gaping hole, there was an old, old man, who spent hours sitting like a Buddha, and about whose contemplations we would vainly speculate. The old house ought to have lasted out his time, one thinks, for he seemed very near to the mystery that intrigues us all. But he had to move out with the rest of the little colony that dwelt beneath that roof, and we hope he has found quiet, comfortable quarters somewhere. Of those

verandahs we have seen homage to ancestors, the burning of joss paper, and so on. We have seen the inevitable fowl slain and prepared. We have seen many intimate little revelations of the details of domesticity of the Chinese proletariat. And now it is possible to look in at a door and to see the sky where the ceiling should be. Down come the bricks with a rumble-rum-rumbling and a thud, and a fine dust fills the air about, so that when the wind comes our way, we must cough. Good-bye, old house. Yours is the common fate of all. You have served your turn, and the sounds of your disintegration are your nunc dimittis. Because we too grow old and dilapidate, and must presently be shored up with timber, we know how you feel, and we sympathize. We hope those busy crowdors do not hurt your spirit as they hurt ours.

HONGKONG PLACE NAMES.

Both morning papers have lately published articles dealing sketchily with the subject of Hongkong's place names, and people have been talking it over. Old residents aver that some of their statements were rash guesses. We are reminded that the matter was almost exhaustively treated in the *China Mail* on August 19, 1911.

Pedder Street, it was then stated, is named after a harbour master who had in 1843. Lieut. W. Pedder. Hillier Street is named for the first Assistant Postmaster, C. B. Hillier. Places named after bygone governors include Des Voeux road, Pottinger Street, Mount Davis, Kennedy rd., Bonham strand, Robinson rd., Stavely street, and Jervois st. Bowring Canal is thought to be meant for Sir John Bowring. Col. W. Caine (Caine rd.) was chief magistrate in 1841, and Lieut. Mercer Street refers to the private secretary of Sir J. Davis, W. T. Mercer, subsequently serving as Acting Governor. Macdonnell road commemorates the governor in 1866-72. The omission of Pope Hennessey's name, noted by the morning paper, was noted in our own early article. It is an awkward name to handle, and its awkwardness is just as likely a reason for the neglect of it as is his unpopular character. We have had other unpopular governors, whose names are included in our place names. Black's Link refers to a Major-General W. Black who administered the government in 1898. "Link" is an old English name for a neck or ridge connecting two mountains, and is self explanatory. Colonial and Foreign Affairs Secretaries at Home also figure in our street names, as in Knutsford Terrace, Granville Avenue, Clarendon road, etc. Lord Stanley, Secretary of State for the Colonies in 1841, has a whole district to his name. Cape D'Aguilar we mentioned specially a month or two ago, when General D'Aguilar's widow "died." Capt. Belcher and his ship the Sulphur name respectively a bay and a channel. He took possession of our island in 1841. It was he who used to take observations from Observation Place. Shelley Street is not named after the poet, as some of us hoped, but after a mere Auditor General who functioned in 1844. George Duddell, the first opium farmer, has a short but well known street to himself.

Those who are interested may go in for research and find out the origins of such names as Hollywood road, Caroline Hill, Glenaele, Zetland st., and Mount Kellett. Also the explanations of "Seven and Sixpenny Hill" are very unsatisfying. There must also be a story belonging to Gindrillers' Bay. Who knows it?

CHINA COAST OFFICERS.

DISSATISFACTION FELT.

QUESTION OF PAY AND CONDITIONS.

For some time past there appears to have been dissatisfaction among the officers and engineers employed by the principal China Coast shipping companies in the matter of pay and conditions. The number of officers concerned is about 500 practically all of them members of the China Coast Officers' Guild and the Marine Engineers' Guild, and on their behalf the various companies have been approached with a view to submitting the questions raised to arbitration. It is understood that the companies do not appear to favour arbitration.

On September 23 a report was current in Shanghai that a strike had been decided on. The report was incorrect, however, though the *N.C. Daily News* understands that there may be a hold-up of shipping should the companies finally refuse to go to arbitration. It appears that so far the matter has only been dealt with by correspondence.

LOCAL AND GENERAL.

The death occurred of Mr. Wm. R. Lowe, at his residence in Singapore after an illness of only a few days.

Commissioner Shawright A. G. S. Edwards has been appointed to the cruiser "Hawkins," flagship of the China squadron.

Lieut. G. Curties has been ordered to join the light cruiser "Carlisle" on the China station, with effect from Aug. 28th.

Boatswain F. J. Light has been posted to the "Tamar," depot ship, Hongkong, for additional duties. Mr. Light got his warrant last year.

The engagement is announced of Mr. J. Duncan Roberts, Singapore, and Miss Edith Harding, at one time Superintendent of St. Mary's Home, Singapore.

The death is reported of the Rev. James H. Pettice, who came to Japan a number of years ago to aid in missionary work. He was sent by the American Board of Missions.

The death is announced of Capt. W. T. Thomson, formerly of the China Merchants S.S. Co. He died suddenly at the residence of his son-in-law in Glasgow on August 20.

British shipping firms contemplate selling to the German Government or German shipping firms a number of the vessels taken from Germany as compensation for the warships sunk at Scapa Flow.

If the Canadian Pacific Railway would extend its steamship line from Hongkong to India there would be unlimited possibilities for Canadian trade, is the opinion of the senior British trade Commissioner in India.

A British officer who was awarded the V.C. for distinguished gallantry at the capture of the Taku forts in the campaign of 1860 has just died at Market Harborough, at the age of 80, namely, Colonel J. W. Chaplin C.B., V.C.

Mr. Charles Sydenham Haden, of Rue Duquesne, Lyons, France, lately accountant to the Lyons branch of the Hongkong and Shanghai Banking Corporation, left personal estate in the United Kingdom of the gross value of £28,044.

The naval medal for long service and good conduct has been granted to the following serving on the China Station—Stoker Petty Officer D. O. Rees, "Ambrose"; Petty Officer R. F. Parkhouse, "Tamar"; Cooper G. W. Challen, "Carlisle".

Mr. George J. Jessop has been appointed Deputy Clerk of the United States Court for China, Shanghai, in succession to Mr. Bernyce Harvey, resigned. Mr. Jessop will be acting Clerk of the Court during the absence of Dr. James P. Connolly.

In response to the urgent appeal for assistance from North China we understand that the Committee of the Amateur Dramatic Club has decided to devote the proceeds of its forthcoming production to the "Famine Relief Fund."

Commander-Engineer Charles Palmer, who has been appointed to the "Hawkins" from the 11th inst., won the Distinguished Service Cross in the late war, in which he saw much hard work, both in the North Sea and in other spheres of naval activity.

Judge Lobingier on September 23 imposed a sentence of 18 months' imprisonment upon W. F. Cameron who was charged with embezzling from his employers, Messrs. Andersen, Meyer & Co., goods to the value of \$2,000. Cameron's term will be served in Billid.

The following officers have been posted additional to the light cruiser "Hawkins," flagship of the China Station, to study in Japan—Lieutenant H. A. Peham, Lieutenant R. A. Boucher, Lieutenant R. Leeds, Lieutenant D. N. C. Tufnell, Paymaster Lieutenant Commander H. L. Shaw, all undated.

An inquiry was held on board the L.C.S. "Kiangwo" by Mr. E. W. P. Mills, British Vice-Consul, to investigate into the circumstances surrounding the death of Captain W. McArthur, master of that vessel, who has been missing since Sept. 17. No decision was arrived at but Mr. Mills remarked that every effort was being made to locate the body.

Beginning with the R.M.S. "Empress of Japan," which recently left Yokohama for Vancouver, all passengers who arrive in Canada must have been vaccinated for small-pox or show evidence of previous vaccination before landing, according to a cable received from the health officer at Vancouver by the Canadian Pacific office at Yokohama. The cable follows: "Effective October 1, all passengers coming into Canada must be vaccinated before landing unless they can show evidence of vaccination. Quarantine doctor will accept written statement of ship's doctor that every body on board has been vaccinated."

V. R. C.

ANNUAL AQUATIC SPORTS.

CHAMPIONSHIP EVENTS.

The annual aquatic sports meeting of the Victoria Recreation Club which commenced yesterday will be continued to-day and to-morrow. There was a large gathering present yesterday, and the keenness with which the various events were contested, provided much excitement.

The principal events of the evening were the half a mile and the 100 yards races for the Championship of the Colony. Johnstone won the latter event in fine style, half a length in front of Lalng who secured the second place after a very exciting tussle with Lyon, who led him all the way until the last lap. T. Logan, the Colony's old Champion all round swimmer, won the 100 yards Championship swim from Johnstone in fine style. His time of 60.4 seconds, was 4.5 of a second below his record time established some years ago. Johnstone completed the course in 62.2 seconds. F. M. R. Pereira was a good third.

Much excitement was caused in the second heat of the Ladies' two lengths handicap. Miss V. Young, who was heavily handicapped, coming in first in grand style. She afterwards won the final after a great effort. The other events included a long lengths handicap for girls and some good swimming was exhibited in these events. The performance of little Miss Ruby Chu against bigger girls was particularly good.

THE HARBOUR SWIM.

In connection with this event which takes place on October 6, it is interesting to note that there are five lady entrants up to date, and it is hoped that still more will enter for the two cups offered for the first two lady competitors to complete the course.

The entries are—Mrs. Richmond the only lady to compete last year when she succeeded in completing the course; Miss B. Jennings; Miss V. Young; Miss R. Young; and Miss A. Wheeler. Johnstone, last year's winner of this event, will have a very serious rival in T. Logan this year, and a hard struggle between the two is anticipated.

The Chinese community will be well represented in this event this year, the following having entered—Messrs. Shek Wing-kwan, Yung Fung-kwai, Ho Pok-king, Shung Lu-tak and Tam Sui-man. The other entrants are Messrs. H. W. Knish, D. Laing, D. Lyon, G. Jack and W. Taylor. The Army and Navy will also be represented.

YESTERDAY'S RESULTS.

The following were yesterday's results—Half Mile Championship of the Colony (outer course 11 laps).—1st, J. R. Johnstone, (12 min. 32 sec.); 2nd, D. Laing, (13 min. 12 sec.); 3rd, D. Lyon; Also swam; G. Jack.

Two Lengths Handicap Hurdles (Members).—1st Heat: 1. G. W. Hall, (33 2/5 sec.); 2. S. A. Marcal (36 sec.).

2nd Heat: 1. L. M. Franco (33 1/5 sec.); 2. J. R. Soares (34 2/5 sec.).

(Final Today).

High Dive, Boys 14 years and under.—1. C. Cropley; 2. W. Urquhart.

Two Lengths Handicap (Ladies).—1. Miss V. Young (45 sec.); 2. Miss D. May, (49 sec.).

Running Hurdles from Spring Board (Members).—1. G. W. Hall; 2. G. A. Jack.

Two Lengths Girls' Handicap.—1. Miss W. Lawson (49 3/5 sec.); 2. Miss R. Chu (51 2/5 sec.).

Two Lengths Handicap (Members).—1st Heat: 1. F. M. R. Pereira (27 2/5 sec.); 2. A. Botelho (29 sec.); and G. A. Carvalho (31 sec.) dead heat.

2nd Heat: 1. S. A. Marcal (30 4/5 sec.); 2. G. W. Hall (32 sec.).

(Final Today).

Two Lengths Boys under 12 years (scratch).—1. C. Cropley (42 sec.); 2. J. Remedios (44 sec.).

100 Yards Championship of the Colony.—1. T. Logan (50 4/5 sec.); 2. J. R. Johnstone (52 2/5 sec.); F. M. R. Pereira.

Team Race (six men).—1st, V.R.C. (team R. Johnstone, D. Laing, F. M. R. Pereira, E. Noronha, C. Logan and T. Logan, (Time 2min. 55sec.); 2. Chinese Y.M.C.A. (team T. S. Leung, J. T. Sung, W. K. Shek, S. M. Leung, P. K. Yung and S. K. Mok). (Time 3min.)

Water Polo.—Navy, 5 goals (team H. C. Edwards, A. Chapman, E. Fencho, H. McReady, B. Eisey, B. Bolt and E. Cole), beat Army, 2 goals (team Br. Watson, Br. Wood, Mr. Gnr. Thomas; M.P.C. Hunt, G. Knight, Pte. Cooper and Pte. Atto).

DIPHTHERIA—HOW IT MAY BE AVOIDED.

DIPHTHERIA is usually contracted when the child has a cold. The cold prepares the child's system for the rapid and severe onset of the diphtheria germs. When there are cases of diphtheria in the neighbourhood children that have colds should be kept at home and off the street until recovered. Give them Chamberlain's Cough Remedy and they will not have to remain at home long. It also cleans out the system, which is a good thing to do when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storekeepers.

BOLD DECEPTION.

BOGUS POLICE OFFICERS.

EUROPEANS ROB REFUGEES OF LARGE SUMS.

A report has been made to the police that on the arrival of the s.s. "Kinsan" from Canton on Tuesday two Europeans boarded the vessel at the wharf, and representing themselves to be police officers, obtained two cash boxes containing large sums of money from a second class Chinese passenger. Detectives are now endeavouring to establish the identity of the Europeans.

It appears that the "Kinsan" arrived late on Tuesday night with a large number of refugees from Canton on board. Most of them came ashore as soon as the ship made fast alongside the wharf, and found accommodation in Chinese boarding houses, but some remained on board until the following morning.

At about 3 a.m. the two Europeans came on board and, informing the passengers that they were Police Inspectors, inspected the luggage. The second class passenger in question had two cash boxes the keys of which were demanded by the bogus officers. The passenger replied that the keys were in the possession of his father who was at present in Canton. Handing him a slip of paper, on which was written what purported to be their names, the Europeans took the two cash boxes away, saying that they strongly suspected the boxes to be receptacles for contraband. In the morning the Chinese went to the Central Police Station to apply for the return of the property and, to his surprise and sorrow, discovered that the two Europeans were not known in the Police Force. He produced the slip of paper, the writing on which could not be deciphered, and returned to the "Kinsan" to institute enquiries. A man employed by the Compradore's department handed him a piece of paper, saying that it bore the names of the two Europeans. This was submitted to the Police and meantime the "Kinsan" sailed for Canton. Whether or not the man employed by the "Kinsan" was in collusion with the Europeans was the subject of Police investigation. It is expected that there will be developments on the "Kinsan's" return from Canton.

A TEDIOUS VOYAGE.

TWELVE WEEKS TO LONDON.

"PROFESSOR" PASSENGERS AGGRIEVED.

Interesting details have come to hand regarding the Glen Line s.s. "Professor," one of the ships handed to Great Britain under the terms of the armistice, on the occasion of her last voyage from the Far East to London, to which she took some Hongkong people. The "Professor" left Shanghai on May 23 with a large number of passengers, including the rear-guard of the British Military Mission to Siberia, while at Hongkong she took on board a further large number of passengers, included in whom were many officers who had come out East in charge of parties of returning Chinese coolies from France. Some passengers were also embarked at Singapore, she was supposed to have a normal speed of nearly fourteen knots, yet with only the usual ports of call it took her no less than 82 days to make London. Whenever she met weather anything out of the ordinary she was unable to make a speed of more than from three to five knots, and there was, it is stated, an almost continual danger of water, fresh food and ice giving out. The captain, we understand, did everything in his power to lessen the discomforts, but nevertheless, he was continually the recipient of strong complaints from aggrieved passengers. A trip home by way of Suez in summer is trying enough on a boat making a normal speed, but a journey occupying twelve weeks and on such a ship as the "Professor" is reported to be, must have been little less than awful. That, in fact, is how it was described by a passenger from the Straits.

MACAO TO KOBE.

PORTUGUESE ENTERPRISE.

REGULAR SERVICE TO BE OPENED.

Sailing on a tentative trip which will eventually result in the inauguration of a regular steamship line between Macao and Kobe, the "Namvan," a small Portuguese yacht of 270 tons, reached Kobe September 2. Laden with a full shipment of rice, the "Namvan" sailed from Macao August 23rd came by way of Hongkong and Formosa. Backed by the Portuguese colonies at Oriental ports, arrangements are now being made to open a regular line between the two ports.

The "Namvan" was previously owned by an Italian, when her name was the "Palmorgana." She is equipped with an auxiliary engine which propels a speed of thirteen knots an hour. She is piloted by Captain Max de Concelos and is manned with a Chinese and Portuguese crew of 42 men.

THE CANTON CRISIS.

NEWS FROM SHANGHAI.

IN THE TRENCHES.

Some interesting details of affairs on Shanghai are given in a letter from Canton dated yesterday, and show that all precautions are being taken to protect that place. The very interesting fact is disclosed that all the men of British nationality have drawn rifles and ammunition from the police.

The letter states: "The Indian soldiers of the detachment sent up from Hongkong 'sleep in the trenches,' that is that every night they are on guard behind the sand-bag fortifications erected round the island, 50 or 100 yards apart. This morning the sailors from the gun boats practiced getting into position with machine guns. The Red Cross is stationed at the Consulate."

All the Shanghai roadways are being with hales or cases of all dimensions containing valuable, private effects, etc., of the Chinese. No more is now allowed to enter the island except by special permit.

Business was still at a stand still yesterday until evening in spite of the advice Admiral Lin Paoyi, an Administrative Director of the Military Government and Minister of the Navy to the merchants to resume their trade. The markets and a few restaurants are open as usual in most of the wards of the city.

NEW ACTING MILITARY GOVERNOR. The election by citizens and the Kwangtung Provincial Assembly of Rear Admiral Tang Ting-kwang as the Acting Military Governor at Canton was announced to the public at six o'clock in the evening of September 30 by the free setting off of firecrackers by many enthusiastic Cantonese and the hoisting of flags throughout the city. General Mu Yung-hsien, the retiring Military Governor, did not immediately hand over the seal of office to the Tsuchun designate, and Admiral Lin Paoyi, who has been acting as a mediator throughout the excitement of the last few days and others were asked by the meeting of the representative citizens to see that the seal be surrendered without delay.

The election was in compliance with the wish of Lu Yung-ting, the chief Kwangsi militarist, that Mu Yung-hsien would surrender his power to the Cantonese as soon as his successor is chosen.

A conference was held yesterday noon at the Ministry of the Navy at Dutch Folly before the election of Rear Admiral Tang. It was finally decided that, as most of the citizens were in favour of a Cantonese governing Canton, some one should be chosen to temporarily fill the office of Military Governor. Consequently Rear Admiral Tang Ting-kwang was asked and accepted as a candidate for Military Governor. Mr. Wong Kung stated that General Chen Cheng-ming has raised his standard to fight for Canton for the Cantonese and has no ambition to become the Tsuchun of Kwangtung.

After the election of Rear Admiral Tang Ting-kwang, Vice Minister of the Navy, as Tsuchun of Kwangtung, Generals Ngai Bong-ping and Li Fook-lum telegraphed to all the military officers last evening stating that all the Kwangtung and Kwangsi troops in Kwangtung will henceforth be put under the command of the Rear Admiral, the New Tsuchun of Kwangtung.

Rear Admiral Tang Ting-kwang, the Vice Minister of the Navy, designated successor to Tsuchun Mu Yung-hsien, is a Cantonese, native of Fayun District. He is at present also Commander of the C.S.S. "Haili," one of the largest warships of the independent Chinese Navy.

General Ngai Bong-ping, Commissioner of Police, having declared independence under the military administration of Mu Yung-hsien, Tse Chuek Ying, a commander of the Kwangsi troops in Canton, was appointed the other day by the retiring Tsuchun to be the Police Commissioner. The Police Bureau, with instruction from General Ngai, however, paid no attention to him. So far Ngai still commands the city police.

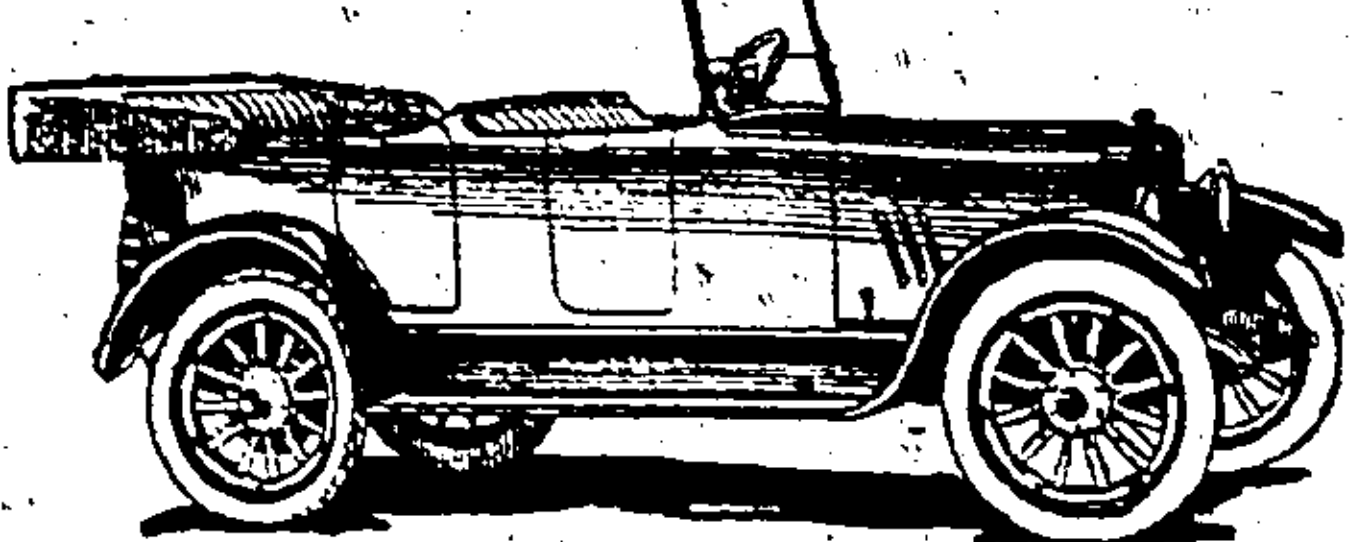
Most of the leading Canton citizens seen are opposed to the suggestion of a Cantonese leader that the Military Government shall appoint a Kwangsi officer as Commander-in-Chief over Kwangtung. The opinion heard is that the local affairs will be wholly undertaken by Cantonese, including the command of the Kwangsi troops while still in Kwangtung.

Fighting occurred in the West River near Mo On, Samshui, between General Li Fook-lum's troops and Kwangsi soldiers on September 29, the result being that two of the Kwangsi river army transports were disabled. It is reported that more than ten vessels loaded with Kwangsi soldiers were on their way to Canton on that day, but they could not pass that point on account of the presence of Li's troops.

Mounted in a conspicuous place in the Dockyard is a piece of metal from the upper works of the cruiser "Kent," sent by a seeping hole caused by a German shell. The ship's bell, application for which was made by the Men of Kent, has been sent home.

MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.



TO-DAY'S CABLES.

(Writer's Service to the China Mail.)

TO-DAY'S CABLES.

(Writer's Service to the China Mail.)

COAL DEADLOCK.

BOTH SIDES REJECT EACH OTHER'S PROPOSALS.

ABORTIVE CONFERENCE.

LONDON, September 29. The coal conference ended in a deadlock. The parties made a statement that after considerable discussion the coal owners submitted a scheme for the future regulation of wages based on output which, after full consideration, the miners' representatives did not accept. The latter submitted further proposals for the present and future regulation of wages in relation to output, which after full consideration, the coal owners' representatives did not accept. The parties are reporting separately to the Government.

THE STUMBLING BLOCK.

Much disappointment has been caused by the failure of the conference, which was attended by 50 colliery owners and the full miners' executive, who sat two hours in the morning and three and a half in the afternoon and evening. In spite of these protracted discussions the general opinion outside the conference chamber, based on reliable reports, which prevailed until a late moment was that there were good prospects of settlement. As the communiqué indicates the apparently unbridgeable gulf was due precisely to the same cause, obtaining last week until the Government suggested an algebraical datum line for joint consideration. That is to say, the coal owners cannot see eye to eye with the miners' insistence that a 2s. shift should be conceded right away before—In contradistinction from simultaneously—with consideration of the scheme awarding increased pay for increased production.

FROM DIFFERENT ANGLES.

The South Wales Miners' Federation all along insisted on an immediate wage advance. Moreover, they were strongly antagonistic to any settlement on the basis of payment by results unless it was endorsed by the general body of miners. A special conference at Cardiff endorsed this attitude to-day. One of the greatest difficulties at the abortive London conference has been the two parties regarding the situation from different angles. Thus the coal owners have always borne in mind that output is the basis of the Government plan, while the miners all along put wages in the forefront. Hence there has been a considerable amount of fencing. Some light is thrown on the miners' standpoint if the statement made by Mr. John Cairns, M.P., to the Stockburn miners is credible that he predicted the early movement in the reduction of the miners' working hours to six a day.

PREMIER INTERVIEWED.

Later. In accordance with the parties' announcement, the coal owners proceeded to Downing Street immediately after the breakup of the conference to interview Mr. Lloyd George. The miners arranged to call an hour later. By subsequent arrangement the miners saw the Prime Minister first. The meeting lasted an hour and three quarters, after which Mr. Hodges made a statement that the Prime Minister urged a further meeting with the coal owners with a view to agreeing to a datum line. The miners replied that they concluded that no further good would accrue from that. They would have to report to to-morrow's miners' conference.

A FATEFUL MEETING.

The coal deadlock is due to the miners. In the course of weeks of negotiations they have adhered to their original demand for an immediate 2s. increase irrespective of any increased output. The owners proposed fixing the amount at 242,000,000 tons as the average output with increased wages for all tonnage produced above that datum line. The miners counter proposal was that the last quarter's output be the datum line. The owners justified their figure which is above last year's output on the ground that the number of employees was constantly increasing. The position to-day is that if nothing is done to prevent or further postpone a strike, stoppage commences on October 2. The last word appears to rest with the miners' delegate meeting to-day.

NEW P. & O. STEAMERS.

FOUR LARGE MAIL BOATS BEING BUILT.

FAMOUS NAMES REVIVED.

LONDON, September 29. Four large mail passenger steamers which are being constructed for the P. & O. Company will revive the names of the vessels of the "M" class of the India, China, and Australian services submarined during the war. The "Mooltan," "Maloja," 20,700 tons, and the "Moldavia" and "Mongolia," 15,800 each. It is expected, the "Moldavia" which is being built at Cammell Laird's, and the "Mongolia," which is being built at Armstrong's, will be in commission in the Autumn of 1921.

TRADE WITH RUSSIA.

AGREEMENT BETWEEN BRITAIN AND THE SOVIET.

FORMAL PEACE.

LONDON, September 30. The Daily Mail states that the trade agreement drawn up between Britain and Soviet Russia has not yet been signed, and it is expected that negotiations will shortly be opened for the conclusion of formal peace with Russia. The agreement provides for the release of British prisoners in Russia and a mutual undertaking not to engage in hostile acts against each other, the Soviet to cease anti-British propaganda and to recognise certain classes of pre-war debts, namely, for goods supplied and services rendered. The agreement is conditional upon the cessation of hostilities against Poland. It is stated that the Cabinet is considering the agreement while similar agreements will be placed before Italy and Japan, but France is remaining aloof.

LAWN BOWLS.

HONGKONG v. YANGTZEPOO.

HOME TEAM WINS.

Hongkong journeyed to Wayside Park, Shanghai on Sept. 23 to try conclusions with the Yangtzepoo Bowling Club and met with their third defeat. Wayside securing the victory by 7 points. The home team led off with a five, but Hongkong replied with two. At the 5th end Yangtzepoo secured another five and a three at the 6th, making the score 14 to 3. Things were looking dark for the visitors but by careful play they scored a three, one and a three successively which made the score respectable at the 8th, 14 to 10. The Yangtzepoo bowlers kept pegging away, and with the aid of three 3's and a brace were leading 27 points to 11 at the 15th end. After this stage the visitors asserted themselves and scored 10 in the last five ends, but the effort came too late and Yangtzepoo were the winners by 28 points to 21.

For the visitors Farrell played a fine game. Muirhead and Lapsley were also very steady and Simpson very strong, having a liking for the ditch and its environments. For the locals McMurdo was particularly good and saved at several ends, whilst Roebuck at No. 2 was excellent. The other players also played consistently.

Teams.—Hongkong.—R. Lapsley (skip), P. Farrell, A. Simpson and J. Muirhead, 21. Yangtzepoo.—G. McMurdo (skip), W. T. Bisset, H. Roebuck and G. Bloom, 28.

HONGKONG v. LAWN BOWLS CLUB.

The Lawn Bowls Club were to entertain the Hongkong Interport team on the 24th at the Racecourse. The teams selected were:—

Hongkong.—R. Lapsley (skip), P. Farrell, A. G. Pile and J. Muirhead. Lawn Bowls Club.—A. W. McCallum (skip), G. L. Campbell, J. D. Gaines and F. C. Benham.

RETURN TO HONGKONG.

BANISHEES ARRESTED.

TWELVE MONTHS' APPEAL.

Before Magistrate Ome this morning, Inspector Cayll charged a Chinese with unlawfully returning to the Colony after having been banished on July 22 last, for a period of ten years.

The defendant, who admitted the offence, said that he came back to take his wife and family with him to the country.

Sentence of twelve months' hard labour was passed.

A similar sentence was passed by Magistrate Dyer Ball on a Chinese who admitted that he had returned to the Colony before the term for which he had been banished (ten years) had expired.

SHOE MONEY.

ANOTHER HOUSING CASE.

In the Summary Court this morning Mr. Justice Wood gave judgment in the case in which a Chinese sued for the recovery of \$550, being \$450 damages through a breach of contract relating to the letting of a house and \$200 paid as "shoe money."

In the course of his judgment, His Lordship observed that the subject of the dispute was a verbal agreement between the parties made in April last under which the defendants agreed to let certain premises to the plaintiff. The plaintiff alleged that it was part of the agreement that he should pay \$200 shoe money. Defendants contend that the amount was \$400. His Lordship found that the plaintiff paid \$200 shoe money and that he was ready to take possession but this was refused. Judgment would be given for plaintiff for \$200, the question of damages being deferred.

CIVIL SERVANT DEAD.

MR. F. J. BADELEY.

The death occurred on Aug. 21, at Lowestoft, suddenly of heart failure of Francis Joseph Badeley, aged 52. The late Mr. Badeley was a B.A. (Cantab) and arrived in Hongkong as a cadet in December 1890. After passing his final examination in 1893 he was appointed Acting Deputy Superintendent of Police, later acting as Assistant Postmaster General and Assistant Registrar General. He became D. S. P. and Assistant Superintendent of Police in 1895 but in the following year went to the Colonial Secretariat as Assistant Colonial Secretary and Clerk of Councils. After leaving he, in 1920, became Captain Superintendent of Police and in 1906 was made a member of the Legislative Council. Later ill health compelled his retirement on pension.

A clean bill of health was returned for the Colony yesterday.

TO-DAY'S NEW ADVERTISEMENTS.

TECHNICAL INSTITUTE.

THE INSTITUTE will re-open on MONDAY, October 4th.

Classes will be formed in BUILDING CONSTRUCTION, CHEMISTRY, PHYSICS, ENGLISH, MATHEMATICS, FRENCH, SHORTHAND, BOOK-KEEPING, COOKERY.

Intending Students should be enrolled at the Education Office.

R. E. O. BIRD, Director.

Hongkong, October 1, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE CROSIAN EMBASSY to sell by Public Auction,

ON THURSDAY,

October 7, 1920, at 10.30 a.m.

at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

Miscellaneous Goods, and Several lots of Wine, &c.

Terms:—Cash.

HUGHES & ROUGH, Auctioneers.

Hongkong, October 1, 1920.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE of VALUABLE LEASEHOLD PROPERTY—Situate at Victoria in the Colony of Hongkong. To be sold on

MONDAY,

The 18th day of October, 1920, at 3 o'clock afternoon.

by MR. A. G. DA ROCHA, Auctioneer, At his Salesrooms, D'Aguiar Street.

THE PROPERTY CONSISTS OF:—All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Section A of Island Lot No. 269 Together with the mortgage erections and buildings thereon known as No. 117 Queen's Road East.

Held for the term of 999 years under Crown Lease dated the 15th day of January, 1851.

Area 518 square feet or thereabouts. The proportion of Crown rent payable in respect of the property is \$5.

For further particulars and conditions of sale apply to:—

LO AND LO, Alexandra Building, Solicitors for the Mortgagee or to MR. A. G. DA ROCHA, Auctioneer, D'Aguiar Street, Hongkong, October 1, 1920.

CHILDREN'S COLDS.

WHY let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Storekeepers.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on THURSDAY, the 14th October, 1920, at 4.30 p.m. for the purpose of receiving the Annual Report and Accounts for the year ending 31st August 1920, electing office bearers for the ensuing year, etc.

R. J. PATERSON, A/ Hon. Secretary.

Hongkong, October 1, 1920.

HONGKONG FOOTBALL CLUB.

RUGBY SECTION.

FIRST PRACTICE will be held at HAPPY VALLEY, on FRIDAY, 8th October, at 5.30 p.m., followed by Election of Officers. All interested are invited, whether members of the Club or not.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, October 4, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street. A Large Quantity of Assorted Paint and Malsone's Washable Distemper.

And 18 cases Assorted Jam.

Terms:—Cash on delivery. LAMBERT BROS. Auctioneers.

on WEDNESDAY, October 6, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street. A Quantity of Gent's & Lady's Boots and Shoes.

Also 11 cases Toilet Soap.

Terms:—Cash on delivery. LAMBERT BROS. Auctioneers.

on FRIDAY, October 8, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street. A Quantity of Woollen & Tweed Suit Lengths and Overcoatings.

And 20 Pairs Gent's Boots & Shoes.

Terms:—Cash on delivery. On view from Thursday, the 7th inst. LAMBERT BROS. Auctioneers.

FOR SALE.

Very Valuable Chinese Porcelain and Curios, comprising:—

- 2 Very fine Celadon Vases, Sung.
- 2 " 3-coloured Jars, Sung.
- 1 Fair Very fine Porcelain Vases Sung.
- 1 " fine Wood Carvings, Ming.
- 2 Very fine stone Statues, Har.
- 1 " Blue and white vase, Ming.
- 1 " 2-coloured Jar, Sung.
- 1 " Celadon Jar, Sung.
- 1 " Porcelain Ornament, Sung.
- 1 " 2-coloured Jar, Ming.
- 1 " Blue and white Vase with peach bloom decorations, Yungching.
- 1 " Porcelain jar, Sung.
- 1 " Celadon jar, Sung.
- 1 " Celadon bowl, Sung.
- 1 " Pottery ornament, Sung.
- 1 " Powder Blue Vase with 5-coloured decorations, Kanghi.

N.B.—The above may be viewed between 9 a.m. to 5 p.m. at

Messrs. LAMBERT BROS. No. 3, Duddell Street.

NOTICES.

LANE, CRAWFORD &

NEW SHAPES

IN

STRAW HATS.



LINCOLN, BENNETTS HAND MADE

HATS OFFER NOT MERELY PERFECTION IN MAKE AND APPEARANCE THEY ALSO OFFER THAT SOUNDNESS OF MATERIAL AND EXCELLENT WORKMANSHIP WHICH ALONE CAN COUNTER SEVERE AND PROTRACTED USAGE.

NEW COLOURS

IN

FELT HATS.



COLUMBIA GRAFONOL

THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD. (THE COLUMBIA SHOP)

THE BON TON

LADIES' TAILORS AND OUTFITTERS. CHINESE PONGEE, CREPE AND OTHER SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms: 37, Queen's Road Central. Tailoring Department: 1, 3, & 5, Chin Lung Street. Phone 928. Cable "BONTON."

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TOOTH PASTE

FRESH STICK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

VICKERS

LONDON DRY

AND

OLD TOM GINS.

THE TWO FAVOURITE LONDON GINS.

The Softness of the Water of London makes an Ideal Gin. Hence the Gins of J. & J. Vickers Company's London Distillery are noted for their Mellowness and Fine Flavour.

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WINE AND SPIRIT MERCHANTS.

2nd Fl., 125, C. QUEEN'S ROAD, CENTRAL.

SHIPPING.

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.
To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

HONGKONG-MACAO LINE.
To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao daily at 8 a.m. and 5 p.m. (Sundays at 7 a.m.)

Information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tans, Coor & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK AND BOSTON.
VIA SUEZ.
"MUNCASTER CASTLE"Sailing about Middle Nov.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.
S.S. "AFRICA"Sailing on the 2nd October.
FOR BRINDISI, VENICE, TRIESTE, Etc.,
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS,
Via SINGAPORE, PENANG AND COLOMBO.

S.S. "HUNGARIA"
Sailing on Monday the 4th instant at 11 a.m.
S.S. "AFRICA"
Sailing on or about 7th November.

Passengers' Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

Regular Services between
JAPAN, HONGKONG & JAVA
FOR JAPAN.
S.S. "HOKUTO MARU"Sailing on or about 15th October.
S.S. "BORO FOMARU"Sailing on or about 20th October.

FOR JAVA.
S.S. "SAMARANG MARU"Sailing on or about 10th October.

OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA).
Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading For South AFRICAN PORTS with
transshipment at CALCUTTA in conjunction with the INDO-CHINA STEAM
NAVIGATION CO., LTD. AND AFRIAL LINES.

For Freight or Passage on any of the above Lines apply to—
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LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1114. 24, Wing Woe Street, Canton.

O. S. K.

OSAKA SHOSYEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
ATLAS MARUThursday, 20th Sept.
ARGON MARUSaturday, 18th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore. Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Spore. Wednesday, 6th October.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service. Wednesday, 13th October.

SYDNEY, & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island. Saturday, 2nd Oct.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo (overland points U.S. in connection with Chicago Milwaukee & St. Paul Railway).

NEW YORK—Regular monthly service via Japan ports, San Francisco, Honolulu, and Cuban Ports. Thursday, 20th September.

NEW ORLEANS LINE. SUMATRA MARUMonday, 8th November.

JAPAN PORTS—(Call Shanghai omit Yokohama). Kurelung via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKURA MARUSunday, 3rd October.
TAKAO via SWATOW and AMOY. SORHU MARUSaturday, 16th October.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager. No. 1, Queen's Building.
Tel. No. 74 and 745.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.
"VICTORIA"Sailing Oct. 9th.
"HWAH JING"Sailing Nov. 8th.

For Freight and Passage apply to—
THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents.
Telephone No. 327. 114, Cross Street, Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI AND TSINGTAO. CHENANOct. 3, at 10 a.m.
SWATOW AND BANGKOK. CHENANOct. 5, at 10 a.m.
AMOY, SEANGHAI AND FUROW. CHENANOct. 7, at 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN. CHENANOct. 9, at 10 a.m.
SHANGHAI & TSINGTAO. CHENANOct. 11, at 9 a.m.
HOIHOW, PAKHOI & HAIPHONG. CHENANOct. 13, at 9 a.m.

SEANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation amidships. Electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER, (Calling at Shanghai and Kobe).

"ICONIUM"About Oct. 6th.
"ELDRIDGE"About Oct. 29th.

For NEW YORK.
"ELDEN"About Oct. 15th.
"CITY OF JOLIET"About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO—
THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama.

S.S. "ELDEN"About 15th Oct.
S.S. "CITY OF JOLIET"About 15th Nov.

For freight space and particulars apply to—
BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

SERVICE to LONDON, ANTWERP

& ROTTERDAM.

S.S. "WEST HARGRAVE" about 7th Nov. 1920.

For freight, space and particulars apply to—
THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

"Operating the following U.S. Shipping Board steamers."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE SWANEOct. 10. S.S. "VINITA"Oct. 13.

S.S. "WEST HIXON"Oct. 1. S.S. "WEST HIXON"Nov. 4.

S.S. "WEST MONTOP"Dec. 1. S.S. "WEST MONTOP"Dec. 4.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment on route.

Ship's connection with the Salak, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SEANGHAI, MANILA, SINGAPORE.

HONGKONG Office—Prince's Building, "Star" Road.

CHAS. E. RICHARDSON, General Agent for South China.

Telephone No. 108.

SHIPPING

C. N. C.

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

STEAMERS

Empress of RussiaOct. 31. Nov. 8

MonteagleOct. 28. Nov. 19

Empress of JapanNov. 9. Nov. 30

Empress of AsiaNov. 18. Dec. 9

Empress of RussiaDec. 10. Jan. 3

MonteagleDec. 31. Jan. 24

Empress of AsiaJan. 13. Jan. 31

Empress of JapanJan. 19. Feb. 9

Empress of RussiaFeb. 10. Feb. 23

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee a sailing date.

For Freight and other information please apply to—
HONGKONG OFFICE.

Telephone 732. Cable address: CANADIAN PACIFIC.

CANADIAN PACIFIC OCEAN SERVICES

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, Acting Freight and Passenger Agent.

Prince's Building, 100, Queen's Street. Tel. Freight Dept. & Agent. 2161.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,300 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SEANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

October 5th 1920. November 6th 1920. December 4th 1920.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, Acting Freight and Passenger Agent.

Prince's Building, 100, Queen's Street. Tel. Freight Dept. & Agent. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Kitchens and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOOW

(Calling at Amoy for Passengers only.)

AND RETURN.

(Occupying 9 to 10 Days)

SEANGHAICapt. W. C. Passmore. TUESDAY, 5th Oct. at 2 p.m.

HAIPHONGCapt. J. S. Thomson. FRIDAY, 8th Oct. at 2 p.m.

HAIPHONGCapt. J. S. Thomson. FRIDAY, 8th Oct. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—
DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"General Church" 10th November.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and JAPANESE TOWNS direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDONOn 15th Oct.

LONDONOn 15th Oct.

Subject to change without notice.

Or to REES & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF DUNKIRK" via Suez 10th Oct.

"TYDEUS" via Suez 24th Nov.

"CITY OF AGRA" via Suez 2nd Dec.

"ROMEO" via Suez 29th Dec.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON. REES & CO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.

Oct. 3.—I.C.S.N. Tungshing.

3.—O.S.K. Amakura M.

8.—D.L. Haibong.

3.—C.N. Chusan.

8.—D.L. Haibong.

15.—O.S.K. Sashu Maru.

AMOY.

Oct. 3.—O.S.K. Amakura M.

5.—D.L. Haibong.

8.—C.N. Suiyang.

8.—D.L. Haibong.

18.—O.S.K. Sashu Maru.

FOOCHOW.

Oct. 5.—D.L. Haibong.

8.—D.L. Haibong.

SHANGHAI.

Oct. 2.—P. & O. Allipore.

3.—C.N. Chusan.

3.—I.C.S.N. Tungshing.

3.—C.N. Suiyang.

7.—C.N. Suiyang.

7.—I.C.S.N. Tungshing.

9.—C.N. Tans.

10.—B.F. Neleus.

21.—B.F. Neleus.

22.—B.F. Neleus.

23.—B.F. Neleus.

Nov. 1.—P. & O. Dilwara.

18.—B.F. Neleus.

22.—B.F. Neleus.

Dec. 3.—B.F. Neleus.

WEIHAIWEI AND CHEFOO.

Oct. 6.—C.N. Haibong.

TIENTSIN.

Oct. 6.—C.N. Haibong.

TAKU AND DALNY.

Oct. 22.—B.F. Neleus.

Nov. 22.—B.F. Neleus.

TSINGTAO.

Oct. 3.—C.N. Chusan.

7.—I.C.S.N. Tungshing.

7.—C.N. Tans.

KEELUNG.

Oct. 3.—O.S.K. Amakura Maru.

PUKOW.

Oct. 5.—C.N. Suiyang.

TAKAO.

Oct. 16.—O.S.K. Sashu Maru.

HOIHOW, PAKHOI & HAIPHONG

Oct. 11.—C.N. Haibong.

SAIGON.

Oct. 2.—I.C.S.N. Tungshing.

2.—P.M.S. Chakrapani.

10.—M.M. Armand Peltie.

14.—J.C.J.I. Tjilatjap.

BANGKOK.

Oct. 2.—O.S.K. Amakura Maru.

5.—O.S.K. Chusan.

SINGAPORE.

Oct. 2.—O.S.K. Amakura Maru.

SHIPPING.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. N.	Tons	From	Destination
"NANKIN"	1,900	25th Oct.	MASSILLON, LONDON & ABERDEEN
"DUSSELA"	1,900	15th Nov.	Singapore, Colombo & Bombay
"KASHGAR"	1,900	22nd Oct.	MASSILLON, LONDON & ABERDEEN
"NOVARA"	1,900	12th Nov.	MASSILLON, LONDON & ABERDEEN
"NELLORE"	1,900	25th Nov.	MASSILLON, LONDON & ABERDEEN
"SOMALI"	1,900	15th Dec.	MASSILLON, LONDON & ABERDEEN
"DEVANAH"	1,900	15th Dec.	MASSILLON, LONDON & ABERDEEN
"SICILIA"	1,900	15th Dec.	MASSILLON, LONDON & ABERDEEN
"PLASSY"	1,900	15th Dec.	MASSILLON, LONDON & ABERDEEN

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	1,900	25th Oct.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	1,900	7th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, and Melbourne.
"EASTERN"	1,900	1st Nov.	

SAILINGS TO SHANGHAI & JAPAN

"DUSSELA"	1,900	3rd Oct.	Shanghai only.
"TORILIA"	1,900	11th Oct.	Shanghai and Japan.
"NOVARA"	1,900	13th Oct.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice. Passengers must not more than 21 days before departure receive at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and other, apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (omit Shanghai)	Thursday, 14th Oct., at 11 a.m.
TOYAMA MARU	Monday, 18th Nov., at 11 a.m.
TOYOHASHI MARU	Friday, 28th Nov., at 11 a.m.
FUSEIMI MARU (omit Manila)	Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

TAMBA MARU	Monday, 4th Oct., at Noon.
MISHIMA MARU	Monday, 18th Oct., at Noon.
SADO MARU	Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOTTOM MARU... Monday 4th October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU... Wednesday, 29th Oct., at 11 a.m.

AKI MARU... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU... Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU... Sunday, 17th October.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU... Tuesday, 15th October.

CALCUTTA & RANGOON via Singapore & Penang.

YOMURA MARU... Saturday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU... Saturday, 16th October, at 11 a.m.

TANGO MARU... Saturday, 20th November, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU... Saturday, 9th October.

INABA MARU... Thursday, 21st October, at 11 a.m.

KAMU MARU... Friday, 22nd October, at 11 a.m.

For further information apply to

NIPPON YUSEN KAISHA,

S. YASUDA, Manager.

Telephone Nos. 229 & 213.

SHIPPING

FOR BOSTON & OR NEW YORK PRINCE LINE FAR EAST SERVICE.

FOR BOSTON & NEW YORK.

S.S. "CELTIC PRINCE" via Panama Canal on or about 18th October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

SIBERIA MARU... 20,000... Oct. 12th.

SENJO MARU... 22,000... Oct. 28th.

SHINJO MARU... 22,000... Nov. 23rd.

PERSIA MARU... 22,000... Dec. 2nd.

Initiating call at Shanghai. Calling at Kobe, Japan.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILLO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLENDINO, ARICA & IQUIQUE.

Through by TRANS-ANDERSON ROUTE to Buenos Ayres.

STEAMERS. TONS. LEAVE HONGKONG.

SEIYO MARU... 14,000... Nov. 9th.

RIYO MARU... 17,300... Jan. 10th. 1921.

For full information regarding passengers freight and sailings, apply to—

King's Building, Agents at Canton.

Messrs. T. E. GRIFFITH, LTD.

NOTICE.

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers.

Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,

No. 73, Des Voeux Road Central.

Cable Add. "SANGKY." Tel. No. 3420.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Works Office: 41, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: Shean-Sui-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.

Hongkong, 4 April 1, 1912.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "COLOMBIA."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on October 2, at 10 a.m. and October 4, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after October 4, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,

Hotel Mansions.

Hongkong, Sept. 27, 1920.

NOTICES TO CONSIGNEES

PACIFIC MAIL S.S. COMPANY

NOTICE TO CONSIGNEES.

S.S. "CADOPEAK."

From CALCUTTA, PENANG and SAIGON.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on October 4, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after October 4, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.

As Operators, U.S. Shipping Board.

Hongkong, September 27, 1920.

MEE OHEUNG

HIGH CLASS PHOTOGRAPHER

Ice House Street. Tel. 1013.

A large stock of

Kodaks and Kodak

Supplies

Just arrived.

A. KWAI & CO

11 & 13 CONNAUGHT ROAD CENTRAL, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlers, Coal Merchants, Sail Makers, General Storekeepers and

Soap and Soda Manufacturers.

Cable Add. "AIKWA." Tel. No. 1262.

NOTICES TO CONSIGNEES

STRUTHERS & DIXON, INC.

NOTICE TO CONSIGNEES

From SAN FRANCISCO.

THE Steamship

"WEST HENSHAW."

Having arrived from San Francisco via ports on 26th Sept. 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 4th October, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns and cargo undelivered on and after 4th October, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,

Agents.

1st floor, Powell's Building,

12, Des Voeux Road Central.

Hongkong, September 27, 1920.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO and SEATTLE.

THE Steamship

"WEST HINEROD."

Having arrived from San Francisco via ports on 26th Sept. 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 5th October, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 5th October, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,

Agents.

1st floor, Powell's Building,

12, Des Voeux Road Central.

Hongkong, September 29, 1920.

SHIPS' STORES

Hardware, Metals, Paints and Oils.

Full Lines of Shipchandlery Supplies.

Established in 1868.

57, 58 & 59 CONNAUGHT ROAD CENTRAL.

Tel. Nos. Office 2554 & 2555.

Godowns 786.

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SHIPPING

Summit COLLARS

For Discerning men

FINE QUALITY
LONG WEARING
PERFECT FITTING

IN EVERY WAY SATISFACTORY.

SPECIAL "SUMMIT" COLLAR BOOKLET FREE ON APPLICATION

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

CHEMICALS.

The report of Sir S. W. Royle & Co., Ltd., of Manchester, dated August, 26th, says:

Chemicals.—Notwithstanding the holiday season, a fair business has been put through during August, both for home and export. There has recently been a considerable movement of goods, due no doubt to a certain extent to the further increase in rates of carriage coming into force at the beginning of next month.

There has been little business passing in Sulphate of Copper, but prices have remained steady, with the better feeling as regards the metal. Green Copperas continues in good demand, although there is some accumulation of stocks owing to transport difficulties.

Acetates of Lime have been little called for and supplies of Acetic Acid are in excess of present requirements. There has been a fair enquiry for Acetate of Soda but Acetates of Lead are easier with the arrival of Continental parcels.

Nitrate of Lead is unchanged. Carbonate of Potash is in moderate demand and prices are a shade easier. Sulphate of Potash continues scarce.

White powdered Arsenic has had a ready sale, especially the Cornish brands and producers are sold well ahead. There have been some quantities of foreign supplies coming in, but they have been quickly cleared and stocks all round are small.

The lower prices for Yellow Prussiates of Potash and Soda have not stimulated enquiry and there is keen competition for business. The home demand for Tartaric Acid continues disappointing, but some good export trade at lower prices is reported.

There is no change in Cream of Tartar; second-hand parcels are still freely offered, but makers hold firmly to their prices. Citric Acid is again lower, but demand is only small. Supplies of Bichromates of Potash and Soda are more plentiful and lower prices are accepted by holders of stocks of American products.

Oxalic Acid has been freely coming in from the Continent and price is lower. The heavy demand continues for Borax and Boracic Acid. The position of Phosphate of Soda is easier with the arrivals of supplies from abroad.

Lump Sal ammoniac is slow but makers of Mariate of Ammonia are well supplied with orders, through the continued strong export demand. There is a better enquiry for Bleaching Powder, Caustic Soda and Ammonia Alkali remain in fair request. Tar Products continue in good demand. The scarcity of supplies of Benzole is more pronounced and prices are firmer.

Solvent Naphtha is in little demand for spot delivery, owing to slackness in the Rubber trade, but the tendency is towards higher values. Crocoite Oil remains steady. There are only limited supplies of Crude Carbolic Acid offering and the position is unchanged. Little business is being done in Crystal Carbolic, but Liquid Carbolic is still in good request for export account.

The price of Pitch continues to advance with forward requirements. Naphthalenes remain firm with little offering. Sulphate of Ammonia continues without change so far as the home market is concerned, whilst the export demand shows a slight falling off. Prices however remain steady.

Sundries.—There has been some falling away in demand for American Pearl Starch, through the slackness in the Textile trade, but price is firm. Farina has advanced and good business has been done. Dextrine has been steadily called for and higher prices are asked for forward delivery.

Sulphate of Barytes is unchanged. Although the imports of Turpentine are less, the price is lower and there is keen competition for business. Imported Green Olive Oil Soap is somewhat easier in price.

A notice to Mariners issued by the Harbour Master of Canton intimates that the sounding shown on Admiralty Chart No. 1742 to the eastward of Collinson reach steel pile barriers are in places much in error. Pending a full survey of this water new soundings with bearings and distances from Collinson Reach Barrier sounding light have been issued.

£10,000,000 LEGACY.

LEFT TO SECRETARY.

ROMANCE OF A HOUSE PAINTER'S FORTUNE.

New York, Aug. 15. Under the will of his employer, Edward Francis Hearles, of Methuen, Massachusetts, Arthur T. Walker, Mr. Hearles's confidential secretary, finds himself the beneficiary of an estate estimated at \$10,000,000.

The will, which was drawn on July 24 last by a well-known New York lawyer, and has been filed in Boston, sets aside about \$800,000 for more or less distant relatives of the testator, with the provision that if any one of them contests the testament, he or she is to lose the share allotted.

Notwithstanding this, his nephew, Albert Victor Hearles, a Boston artist, who inherits \$50,000 says he will go to law over the residue of the great estate.

Mr. Hearles himself was originally very poor, being the son of a cotton mill hand at Methuen. He went into the mill himself at the age of 12 but later left to learn the trade of house painter and decorator.

In 1881 he went to California, which proved, indeed, for him the Golden West of romance. The young man made the acquaintance of Mark Hopkins, one of the builders of the Southern Pacific Railway and a multimillionaire, while working in the latter's mansion in San Francisco.

Hopkins took a great interest in him and kept him in his employ at the house.

In 1887, some time after his benefactor's death, Hearles married the widow, and returned with her to Methuen, where in 1891 she died childless, leaving him practically her entire estate, valued at \$5,000,000.

Hearles lived a retired life for several years, but it was reported in 1889 that his sudden and easy ascent from poverty to riches had unbalanced his mind, that he had adopted the title of "Lord Methuen," that he had hired scores of labourers to act as his court, bowing and addressing him as "Your Lordship," and generally conducted himself after the manner of the famous French millionaire, Jacques Lebaudy, "Emperor of the Sahara."

Hearles caused a mausoleum to be erected for his wife, to which he transferred her coffin with a torchlight procession at midnight. He spent vast sums in building operations on his estate at Methuen, which included the raising of a great tower, resembling Blarney Castle, in which it was said that he spent hours, causing the chimneys to be sounded for his amusement.

He was said to have been very fond of his wife, to which he transferred her coffin with a torchlight procession at midnight. He spent vast sums in building operations on his estate at Methuen, which included the raising of a great tower, resembling Blarney Castle, in which it was said that he spent hours, causing the chimneys to be sounded for his amusement.

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ADENOID OPERATIONS.

A PROBLEM FOR PARENTS.

ARE THEY NECESSARY?

Every year thousands of children undergo surgical operations that are unnecessary and unjustifiable, says Lt. Col. Kynastan, R.A.M.C.

Mainly they are for adenoids and enlarged tonsils, and I maintain that in 95 per cent. of such cases operation is unnecessary. They can be cured by medical means.

Dr. Addison and Sir George Newman are responsible for the health of over 5,000,000 children. According to the latter's report for 1915, from 20 per cent. to 30 per cent. suffer from adenoid and enlarged tonsils at some period during their school life or, say, between 100,000 and 150,000 cases every year.

Arrangements have been made in 129 school areas to deal with these cases by surgical operations, requiring a large number of beds in hospitals or clinics and the services of many surgeons and nurses when hospitals need to make every economy.

Why does Dr. Addison not insist upon the resources of medical treatment being first exhausted in these cases?

The truth is that most school medical officers, and, indeed, almost all medical practitioners, recommended the excision of tonsils and adenoids as a method of preventing subsequent disease.

It is as justifiable to pull out all the teeth to prevent rheumatism, to cut out toe joints to prevent gout, or to insist upon inoculating every child against typhoid or plague.

Performed under the best possible conditions, with the most skillful operator, the operation remains a risky one.

Yet, as I have pointed out in my book, "Adenoids and Enlarged Tonsils Curable Without Operation," it is undertaken by men with little or no special experience, under the mistaken impression that it is safe and easy.

Then, again, it is undertaken in very many cases where the best opinion would be against operation. The best opinion holds that "obstruction" of the passages is the only justification for an operation, but I claim that even when definite obstruction is present it is curable without operation in the vast majority of cases. I have only had one case in which operation was absolutely necessary.

Such operations are too often undertaken in a haphazard manner. Often they are performed in the outpatient departments of hospitals and clinics. The little patients are returned to their parents before they recover from the anaesthetic. Then they start on their way home as soon as possible, and may be seen still spitting or vomiting blood in the streets. In my opinion operations under such conditions are a disgrace and a scandal, even when necessary, but when they are totally unnecessary and absolutely unjustifiable they become criminal.

But not all domestic appeals to the police are for divorce; more often it is simply for the adjustment of some family dispute; and not infrequently the trouble leads to divorce. What seems worthy of notice is that the present economic pressure and uneasiness should lead to an increase in the number of divorces and family disputes.

For lack of means a husband decides that he cannot afford to keep a wife longer, and she simply consents to go off and shift for herself. This she does by seeking work or else embarking in another matrimonial venture.

A staid old missionary gentleman from England engaged a married couple as cook and housemaid. Shortly afterwards he noticed that the man was a different one. With much surprise he made inquiry, and was told that the former gentleman was not the husband, but the lady had borrowed him until her husband could come, as the missionary had insisted that she must have a man.

Another feature of the new situation is the number of Japanese girls advertising for husbands. Heretofore advertisements in the Press for wives have been common; and the matrimonial bureaux did a thriving business in the line, but girls seeking husbands in this way is rather a new thing, especially the request for English husbands in many of the matrimonial cards inserted by girls promising to learn English and wear foreign dress. If some Englishman will only take pity on them and marry them, does it mean that under stress of circumstances the Japanese girl thinks a foreign husband will be more patient and enduring than a native lord? It may be mentioned that there is a general belief among Japanese women that he is.

An Englishman who tried his luck some time ago with a very beautiful girl found that the lady loved one foreigner quite as much as another, and he promptly divorced her.

The total output of the Kailan Mining Administration's mines for the week ending September 18, 1920 amounted to 75,285 tons, and the sales during the period, to 65,586 tons.

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DIVORCE IN JAPAN.

POLICEMEN'S STRANGE ROLE.

ADVERTISEMENTS FOR HUSBANDS.

A remarkable effect of the recent economic uncertainty in Japan is the disturbance of domestic happiness that has ensued, says the Tokyo correspondent of the *Morning Post*.

Of course, the fever of speculation that has been under way for more than a year in Japan could not be expected to go on without disaster. Recently slump after slump has shaken the exchanges and demoralized the markets, with numerous bankruptcies, leaving many a well-to-do family penniless. There were over 60 business failures in Tokyo in one month. The ruin of a business reacts on all the families connected with it as well as on society in general. That this should reveal its effect so promptly on domestic life is suggestive of something characteristic of Oriental civilization.

It will be remembered that in Turkey, under the financial strain of war conditions, a conspicuous feature of society was the number of wives that had been cast adrift or sent away to reduce the expenses of the harems. Well, the effect of the economic strain in Japan has not been exactly this, but something not altogether dissimilar. The Japanese police announce an unprecedented increase of domestic dissensions since the arrival of the financial panic and the consequent number of business failures.

In Japan, it may be explained, unhappy couples go to the police for divorce, rather than to the Law Courts; for it is the policeman who ties them in the first place, and it is, naturally, to the same official that they go for liberty when the bond proves unpleasant. Think of a policeman having the power to unloose the marriage tie! No wonder he regards himself with an importance beside which the law officers of other lands shrink into insignificance.

In Japan marriage consists in the man taking the woman to the police station and having her registered as a member of his household. Only one woman can be legally so registered, though others can serve without registration. Divorce is obtained simply by having the police remove the woman's name from the register. How some of our British domestic misfits would rejoice in such liberty!

In Japan the authorities take great care that you may think properly about the State, but you may think as you please about the state of matrimony. Possibly here family matters are such as only the family itself can settle. But it is pathetic to see the children, if there be any, if the woman objects to divorce, she can of course appeal to the Law Courts; but we have seldom heard of a woman with the courage to attempt it. Thus, while there are thousands of divorces, they are usually arranged by the police.

But not all domestic appeals to the police are for divorce; more often it is simply for the adjustment of some family dispute; and not infrequently the trouble leads to divorce. What seems worthy of notice is that the present economic pressure and uneasiness should lead to an increase in the number of divorces and family disputes.

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OUR ARMY IN IRELAND.

The wire about the burning of Mallow by the Lancers gives fresh point to the following sober reflections taken from the *Manchester Guardian*.

One of the special losses which the Irish chaos is bringing upon England is a loss, in some measure, of discipline in our army. Sir Neville Macready's recent General Routine Order to troops in Ireland expresses the concern with which any general officer must view a succession of grave outbreaks of indiscipline in his command. An army without discipline is a danger to itself and everybody else, and an "army in which discipline is progressively failing is, if anything, worse than an army melting bodily away. It would not be fair to apply either description, as yet, to our army now in Ireland, but the number of recent outbreaks of violent disorder in some of the regiments now in Ireland is a matter in which General Macready's concern will be widely shared, even among those—if there are any such—to whom Irish politics are of no interest.

The genesis of these outbreaks is easily intelligible. Ignoble criminals who act, or pretend to act, in execution of the extreme Sinn Féin policy have murdered a large number of soldiers and policemen in Ireland, usually ambushing them when alone or in small parties. Where men have seen this done to their comrades it must always be difficult to hold them in. It would be less difficult in England than it now is in Ireland, because in England the dead men's indignant friends would have considerable confidence in the power of the law to detect and hang the murderers. In the present state of Ireland there can be no such confidence. The murdered men's comrades probably expect that the assassins will escape, so they break out in ungovernable impulse to make somebody or other smart for it, anyhow; there are hours of indiscriminate firing or bombing, looting or arson, by troops or police or both; a good deal of property—which may be that of ardent Unionists—is destroyed, and a few Irish civilians, who are probably as innocent of the previous murders as the dead men's own comrades, may be shot. Such, roughly, is the history of the riots by police or soldiers at Lismore and Fermoy, at Tuam, Limerick, Tralee, Cork, Thurles, and Templemore.

Quite the most foolish of all the possible ways of commenting on these incidents is to get in a temper and say "Serve them right!"—meaning by "them" the civilian passers-by who may be killed and the shopkeepers whose shops are burnt or looted. In the first place, it does not serve innocent people right to be killed or robbed because other people unknown to them have committed some cowardly murder. In the second place, it would not strengthen England, either as a guardian of order in Ireland or as a candidate for the respect of the outer world, if in part of her dominions the punishment of the innocent for the guilty were regarded by her with satisfaction or acquiescence. The only people who, in cold blood, probably regard these retail atrocities with complete satisfaction are the wild extremists who committed the original murders. It is precisely their aim to have a state of war in Ireland, with all the relaxation of regard for life and property, on both sides, which a state of war brings with it. The wild men desire nothing better than that the British troops and police in Ireland should have the discredit of being sometimes lawless; it is what the Sinn Féin propagandists have always said of them, and naturally they welcome any presentable evidence of its truth; they are delighted by anything which helps to close the mouths of moderate Irish Nationalists who laugh at such propagandist rubbish as "Remember, every Englishman is an enemy of Ireland; the English people are implacable foes of your country; a people you can't argue with except with the bullet and the bayonet." And, quite apart from loss of ground in Ireland and of character abroad, we cannot afford to have our army spoilt. If the present state of guerilla warfare in Ireland goes on indefinitely, all our available regiments will gradually have to go through the Irish mill, as all our infantry in France passed in turn through the battle-mills of Flanders and the Somme. That is, we shall have all our troops in turn placed in circumstances in which the temptation to behave themselves in an unsoldierly manner must be almost more than flesh and blood can stand. There is no remedy for such a situation except to remove it altogether. Neither troops nor intense severity to Irish civilians in general will remove the causes of the trouble. They are inherent in the government of a white people against the will and we can no more clear Ireland of them by force than Sinn Féin can by force clear Ireland of us. On both sides force has tried and failed, and on both sides the cool heads know it. There is nothing for it but to try the other way.

AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

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BANKS

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER
1853.
HEAD OFFICE: LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,000,000

RESERVE FUND	\$1,000,000
RESERVE FUND	

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened on
FIXED DEPOSITS received for 1 year
or shorter periods at rates which will
quoted on application.
J. L. CROCKETT
Manager.
Hongkong, January 1, 1930.
BANK OF CANTON

**HEAD OFFICE
HONGKONG.**

FOREIGN EXCHANGE. and
General Banking Business transacted.

CURRENT ACCOUNTS opened
and FIXED DEPOSITS received.

INTEREST ON FIXED
DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POONG SHAN,
Chief Manager,
Hongkong, April 28, 1920.

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Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	2,500,000

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TAIPEH, FORMOSA

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Osaka, Moji.

FORMOSA--Giran, Kwei, Kanchen,
Keelung, Makung, Nansu, Pingshan,
Shinchiku, Taichu, Tainan,
Takow, Tamsui, Tientsin, Akao.

CHINA--Shanghai, Hankow, Kiating,
Ningbo, Foochow, Swatow,
Canton.

OTHERS--Bangkok, Hongkong, Singapore.

Baravia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and
Part's Bank.

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Japan, Indo-China, Siam, India, Philippine
Islands, Java, and other Dutch India,
Australia, America, Africa, &c.

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and Fixed Deposits at rates which will

S. KUNDON,
Manager.

HONGKONG BRANCH:
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Hongkong, September 1, 1920.

**THE YOKOHAMA SPECIE
BANK, LTD.**

Established 1858.

CAPITAL (fully paid up)..... ¥100,000,
RESERVE FUND..... 50,000,000.

HEAD OFFICE—YOKOHAMA.

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BONNAY

STUNGS AYEN	OMITA
CANOWHA	FRYTH
CHANGCHUN	RAYDOON
DAKIN (DAMT)	SAY FRANTHOO
FINGGON (MOKKIN)	SEATTLE
HAIKOW	THANKEAI
HONGWEE	SHINGWEE
HAKEIN	SHAWPOE
KAN YUEN	SHAWPATE

London Tuesday

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LYONS **YOKOHAMA**
MADRID **VIENTIANE**
NAGASAKI **HONGKONG**

Interest allowed on Current Accounts
Deposits received for fixed periods
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G. HARRIS & SONS
Managers.
Hongkong, September 13, 1960.

'CHINA MAIL'
OVERLAND EDITION

PAPER FOR ALL INTEREST

IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GO
HOME: AND THUS KEEP
CLOSE TOUCH WITH
COLONY.

